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Continued from Page 31

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# fishing news

March 31, 1978

No. 3872

Est. 1913

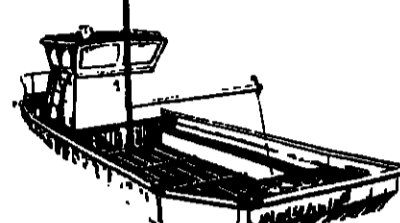
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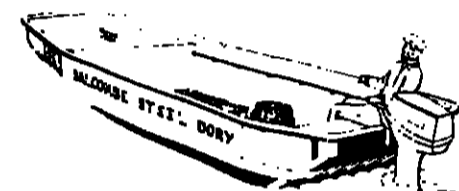
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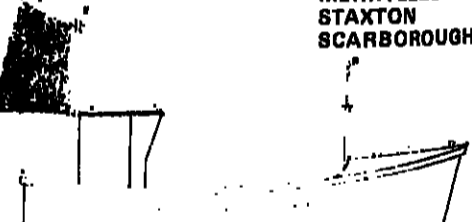
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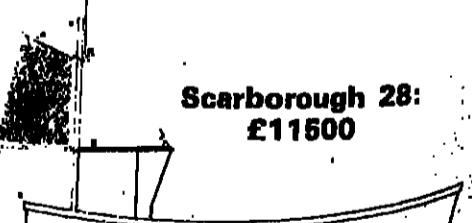
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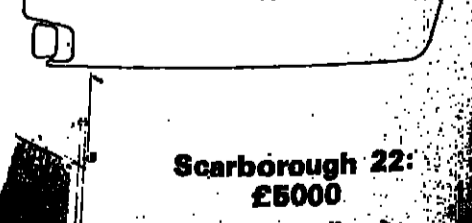
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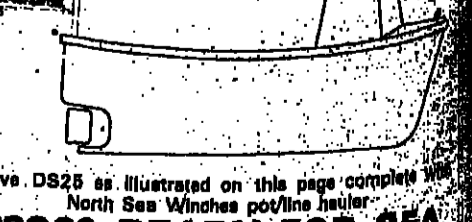
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MERCHANTS are now writing-off Easter week as a bonanza time for fish sales. Hull hit an all-time 'Show Week' low despite a landing from Iceland and Grimsby's supplies fell for a fourth successive year. At Fleetwood a French trawler dominated the sales while Lowestoft was hit by trawlers working shorter trips to cash in on the extra demand.

Grimsby's four-day week before Easter slumped to 15,000 kits. Landings this year represented just about half the tally of four years ago.

A good supply of overland fish in excess of 2,500 boxes — coupled with plentiful supplies from the continent — ensured there was no repetition of Easter 1977 when the port was in the middle of an acute cod shortage.

Quayside prices failed to reach the heights of 1977, although markets improved considerably against the previous week. Best North Sea shell cod made £50 a kit and, occasionally, £60 on most markets.

Poor fishing on all grounds tended to keep grossings from all sections on the low side. The port had expected two distant water landings and some fish merchants complained angrily when the Boston Group's *Boston Comanche* (Skipper Albert Hollington) missed the date to land for the Show Day market on March 22. She was switched to Hull instead.

Whether the distant water ship would

have bettered the £42,988 grossing from 1,332 kits she made at Hull is debatable, especially as there was a big turnout (over 750 kits) of rough. The vessel would have hit the worst market of the week by waiting to land at Grimsby a day later.

It meant the only distant water landing fell to Boston's *Belgaum* (Skipper Frank Gray). She grossed the week's top earnings of £42,720 from 1,230 kits, including 530 of codstuffs, 320 of haddock, 200 of coley and 120 of reds, after a 23-day Norway Coast effort. And then she was promptly laid up (see page two).

Stealing the limelight in the middle water section with a 1,230-kit spread of Westerly fish landed on Show Day was the giant French stern dragger *Julien Quere* of Lorient. The big catch included 500 kits of haddock, 210 of coley, 200 of

whiting and 120 of blue ling and sold for £37,914.

Hull hit an all-time low for wet fish landings in any peace-time Holy Week. Only three trawlers landed with catches totalling 4,473 kits. This was less than half of the previous Holy Week, which itself had been the port's worst on record.

The drop would have been even more acute but for the Icelandic trawler *Olafur Jonsson* and the Grimsby-based *Boston Comanche* which provided Hull with 2,882 kits.

Newington's sidewinder *Somerset Maugham* grossed £60,189 at the Monday sales for 1,581 kits caught by Skipper Eddie Wooldridge in a 26-day trip to the Norwegian coast.

The Icelandic trawler *Olafur Jonsson*

Continued on page 17

## After the closure:

# Aberdeen waits for new quay

ABERDEEN'S fishing industry is fighting hard to secure alternative landing space to replace nearly 1,000 ft. of market being taken out of service next week because it is unsafe.

Ministers are being lobbied to ensure the speedy reconstruction of the fish market, but the port's long-planned £2m. project has had to be shelved to make way for a less sophisticated single-storey market building.

This will be a pre-fabricated — and a far cry from the planned fish market which included underground car parking and offices.

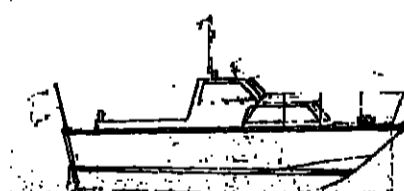
Angry representatives of all sections of the local fishing industry have tackled Aberdeen Harbour Board to provide temporary landing facilities to replace the unsafe section which could berth five vessels and take up to around 8,000 boxes of fish.

An area of Pacific Wharf, a commercial deepwater berth adjoining the fish market at Commercial Quay, is being switched to fish.

However, Robert Allan, chief executive of Aberdeen Fishing Vessel Owners' Association, said the wharf would not be ready for use early next week.

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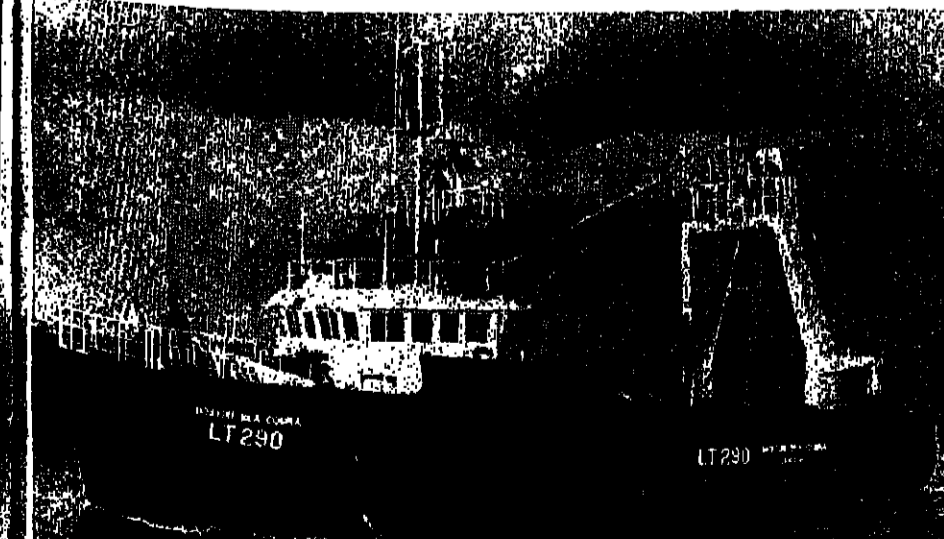


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## 'Cobra' on trials



THE Boston Group's latest stern trawler, *Boston Sea Cobra*, went out on fishing trials from her home port of Lowestoft on Tuesday last week. The trawler — pictured above heading back into port — is being skippered by Leslie (Jumbo) Long, who previously commanded the side-fisher *Boston Viscount*. The 86-footer was built by the Richards Shipyard and is powered by a diesel of 700 hp.

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50/65ft.  
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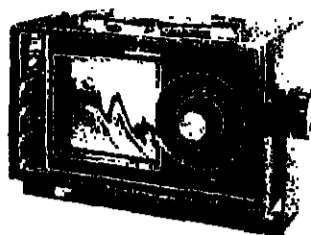
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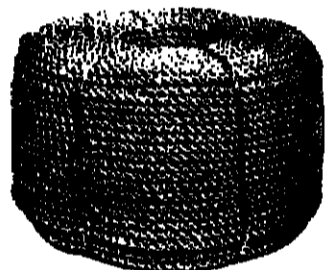
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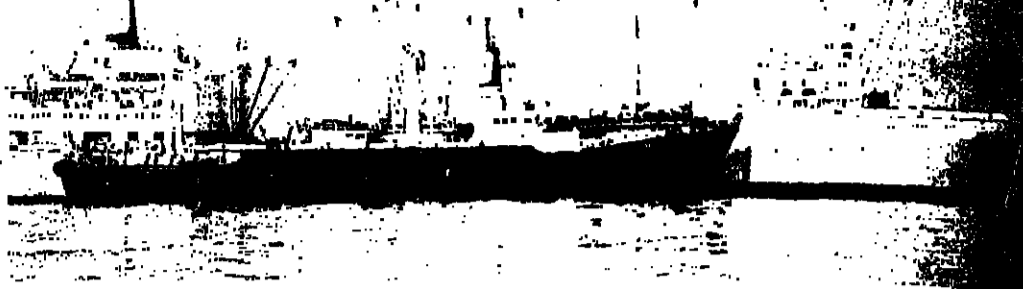
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Arctic Galliard lands to the giant Eastern Bloc processing ship *Antarctica*. The small and noisy from this continuous operation has upset nearby residents.



# EASTERN BLOC SHIPS THREATENED AGAIN

THE GOVERNMENT is being asked to ban the return next autumn of Eastern Bloc factory ships now processing fish in Falmouth's outer harbour.

In a letter to Fisheries Minister, John Silkin, and Environmental Minister, Peter Shore, residents say they are "appalled at environmental problems inflicted on people living around Carrick Roads and Restrongue Creek."

The protest letter says: "When the wind is in most quarters, one or more of the shores suffer the smell of stinking fish and are subject to engine noise which can be obnoxious and intrusive up to several miles from the source, and is continuous throughout 24 hours."

"The ratepayers who live in properties around Carrick Roads have a right to a reasonable level of peace and quiet."

Offensive smells frequently necessitate closure of windows, says the letter.

It urges the ministers not to grant permission for the fish factory ships to return next autumn for the next mackerel season.

"We do not wish to interfere with the trade in fish," says the letter, "but do not believe it should be carried out to the detriment of a large

## 'smell and noise'

section of the populace.

"To this end we would suggest that all the factory ships should be stationed out in Falmouth Bay, at a distance sufficient from the shore not to cause a nuisance to the residents of the area."

The factory ships have been processing fish caught by British trawlers and then transferring it to bigger Russian vessels in Falmouth Bay for delivery to foreign

markets. They had been under threat from the EEC which has already banned Soviet trawlers from fishing in EEC waters.

Jon Carroll, director of Joint Trawlers International Ltd. of Surrey, which has arranged the operation, said: "We would like to continue the exercise, although we don't know yet how the powers-that-be will view it next autumn."

## 'Eating evidence'

SOUTH ANGUS MP, Andrew Welsh, is to ask the Secretary of State for Scotland if it is right that Royal Navy sailors should eat salmon found in fishermen's nets when they are on fishery protection duty.

At Arbroath and Duns, Berwickshire, it was recently said by a naval officer that members of his crew had eaten salmon discovered in nets of fishing boats whose skippers had been charged with illegal fishing for salmon.

In the Arbroath case five salmon were found in nets belonging to Skipper Walter Whittle. One was kept for evidence at Skipper Whittle's trial, but the other four were

eaten by the crew of HMS *Shavington*.

In the Duns case only one salmon was caught and it was eaten by the same crew.

Mr. Welsh said on Tuesday: "I want the Secretary of State for Scotland to tell me if this is right." Surely they were consuming evidence.

● Salmon court cases — see opposite page.



Belgaum — another quota-hit side trawler.

## BELGAUM'S LAST TRIP

LATEST distant water casualty at Grimsby — where 18 trawlers are laid up with nowhere to fish — is Boston Deep Sea Fisheries' Belgaum.

The 567-ton vessel was top grossing trawler during last week's important Easter markets at Grimsby with £42,720 from 1,230 kits after a 23-day Norway coast trip. However, even this return did not prevent her from being tied up indefinitely at the end of the voyage.

It is understood the vessel was withdrawn from fishing because the Boston Group does not have sufficient

THE HULL freezer stern trawler *Cassio* was due to have sailed for Australia yesterday (Thursday). The skipper, which is being skippered by Neville Beavers and has a 32-man crew, will join *Orkella* and *Orkino* fishing from Western Australia.

## fishing news

Editor: Harry Barrett

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

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## WRITS FOR 'CLIPPER'

WRITS have been served on the Dublin-registered vessel *salmo-netter/trawler Clipper* 3301.

The 103-ton vessel was switched to Grimsby last year but the move failed and *Clipper* has not fished for months.

Recently *Clipper* was slipped for repairs to her engine gear and had only just been refitted when copies of writs (above), including one from the Admiralty dated 21-3-78, were fixed to the main mast.

The main plaintiffs appear to be Tom Bleight (F8) Ltd, the Grimsby fishing vessel group and ship's agents, and *Clippers* on one of the writs is a sum of £2,880.48.

# Salmon fine halved

SKIPPER Walter Whittle (30) of Arbroath, Scotland, who was convicted of illegally fishing for salmon off the port earlier this month, has had his original fine halved.

Sheriff Principal R. R. Taylor heard the case in Arbroath Sheriff Court and fined him £5,000 (*Fishing News*, March 17).

Then, following a plea from the defence counsel, the Sheriff agreed to defer sentence rather than make a hefty decision.

The Sheriff decided last Friday to cut the fine from £5,000 to £2,500 and give a period of three months to pay. Earlier the Sheriff had said the skipper could sell his boat to pay the fine.

Defence counsel had told the Sheriff that the skipper might prefer to opt for a prison sentence rather than face such a hefty fine.

Strath Mackenzie, the Aberdeen lawyer for the skipper, pleaded for a nominal sentence last Friday. He said that he was sure His Lordship was aware of many similar cases like this one. The law, he claimed, was getting into



Skipper Alexander Thorburn of *Green Pastures* — not guilty of drift-netting for salmon.

FINES totalling £1,750 have been imposed at Duns Sheriff Court, Berwick, on three Burnmouth fishermen convicted of salmon poaching off the Berwickshire coast. The prosecution failed to prove two other cases.

Robert Aitchison (61) of Burnmouth, skipper of *St Nicholas II*, was fined £750. His son, Robert (26), and son-in-law, Robert Slim (29) of Upper Burnmouth, were fined £500 each. They had denied illegally fishing for salmon by drift net.

Sheriff James Paterson ordered forfeiture of their salmon were the Musselburgh owners of the Eyemouth-based *Green Pastures* —

Skipper Alexander Thorburn (40); his brother Michael

penalties for the offence had been raised from £200 to £50,000 in the past ten years.

The court had heard how a naval helicopter officer shot a series of photographs of *St Nicholas II* taking salmon aboard off Burnmouth. Then the crew cut their nets.

Sentence was deferred on the co-owner of the boat, Eyemouth Fishermen's Mutual Association. A representative told the court that a meeting would be held to discuss its involvement in *St Nicholas II*, as well as a number of boats at Eyemouth, as a result of the case.

Found not guilty after denying drift netting for salmon were the Musselburgh owners of the Eyemouth-based *Green Pastures* —

Skipper Alexander Thorburn (40); his brother Michael

were unwilling to bring salmon on board with a helicopter watching."

Sheriff Principal Taylor said that drift net fishing for salmon was very prevalent in the area. With the high prices for salmon it can be a very profitable pursuit.

The fact that Parliament can allow fines of up to £50,000 for such cases was indicative of their concern to prevent the valuable and vulnerable species from being fished to extinction.

He took account of the fact that this is the skipper's first offence and he had only

recently acquired the net in question. He said: "I will fine you £2,500. The net and salmon will be forfeited and I will order the net to be destroyed."

"In the course of your evidence you said you had other nets and were fishing with them in the same way. If you are convicted in this court of a similar offence, a much more serious penalty will be imposed."

Afterwards, Skipper Whittle said: "The question of appeal by me is under consideration. I am guided by my lawyer in this."



Below: the skipper and crew of *St. Nicholas II* found guilty. Skipper Robert Aitchison was fined £1,000 and his son and son-in-law, £500 each. Their £1,000 net was confiscated.

# Burnmouth men to pay £1,750

But, because of a technicality, no penalty was imposed. Defence advocate, Andrew Hardie, pointed out his client had not been served with a notice of the penalties as was obligatory under the Criminal Procedure (Scotland) Act.

Judgement on John Wilson of Tweedmouth, Berwick, skipper of the *St. Abbs* boat *Rachel Douglas* who has also denied drift netting for salmon, was reserved.

He accepted he was using a drift net ... but to catch mackerel.

James Dougal, skipper of *Silver Viking*, has denied shaking his list out at the protection ship, as reported in *Fishing News* last week. In evidence it was stated that he could have been shaking a list, or indicating he was making for harbour.

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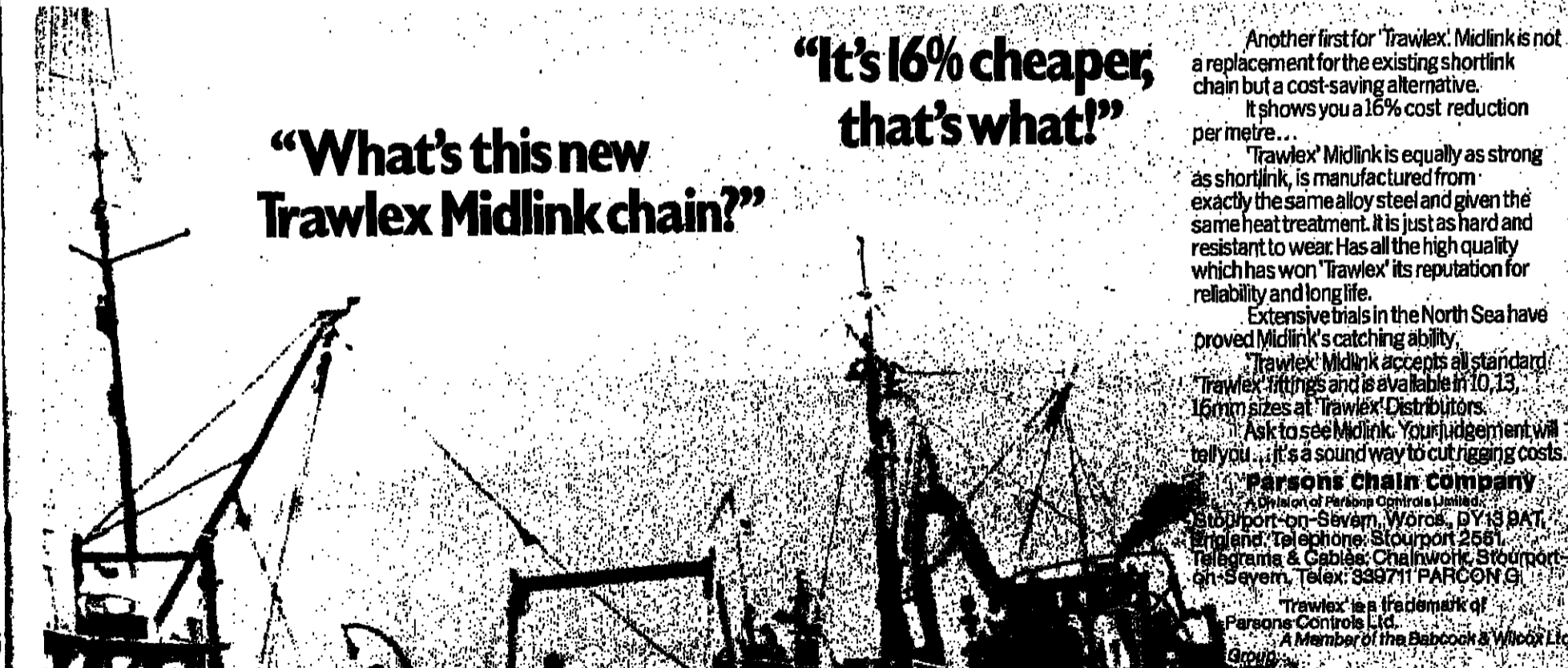
'Trawlex' Midlink accepts all standard 'Trawlex' fittings and is available in 10, 13, 16mm sizes at 'Trawlex' Distributors.

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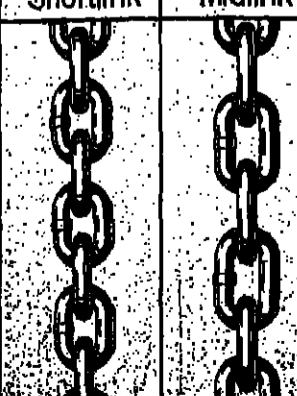
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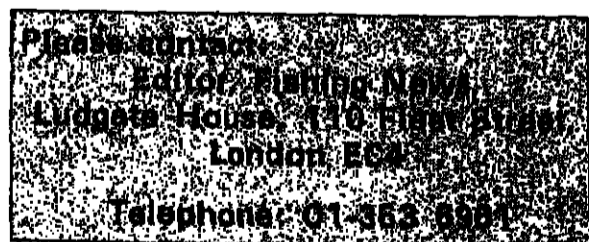
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THE NATIONAL Press has made much news of the massive oil pollution caused by the wrecking of the tanker *Amoco Cadiz* off the coast of Brittany. The amount of damage to shellfish beds in these coastal areas which have been smothered and destroyed by the thick tide of crude oil could be considerable.

There are fears that the huge oil slick will eventually pollute our own beaches — however, the massive clean-up operation may help to contain the problem if weather conditions are favourable.

Even so, this is one of the largest oil disasters which has ever occurred and it will have devastating effects on the French shellfish industry.

The greatest damage will be to the largest beds of oysters in the numerous estuaries which extend along the coast of Brittany.

Oil will both smother and affect the feeding of oysters and other shellfish like cockles and mussels, causing death. In Brittany the oysters are held in "parcs" where

they are grown and fattened. It is these "parcs" which will have been polluted by this massive oil spill.

Mobile animals like crab and lobster, which live in the deeper water, are less likely to be affected by the oil. The main point is that while the oil is floating on the surface of the sea it does little damage — the problem occurs when it washes on to beaches or after it is sprayed with "dispersants" and it settles on to the seabed.

Fishermen of the south coast are worried about this disaster — with such massive quantities of oil spilled the authorities, although being cagey, do expect some pollution of English beaches to occur at some stage. It is hoped that the level of pollution will be small.

SCIENTISTS representing at least 14 Mediterranean countries met in Athens, Greece, in March to discuss the prospects of increasing the fish and shellfish yield by systematic fish farming.

A working document at the meeting listed ten kinds of fish and shellfish which

## shell fish chat

appeared suitable for commercial development in the Mediterranean area. These included mussels, oysters, shrimps, prawns, sole, mullet, sole, bass, brill and bream.

The five-day meeting was organised by the Food and Agriculture Organization (FAO) and the United Nations Environment Programme (Unep) with the help of the Greek Government.

Dr. Stepan Keckes of Unep said that the experts were expected to advise the governments on the feasibility of regional or international fish farming projects and, in particular, to identify which fish or shellfish are suitable for farming in a particular area.

The group considered that oyster culture had considerable potential, provided that industrial pollution could be controlled; — mussel farming would be particularly suited to Greece, where the conditions are favourable.

Doubts were expressed about the potential of prawn culture in this region because of the long growing period and the high costs of feeding — and trials have shown that female prawns often devour their newly-hatched larvae.

If it agrees on a programme of pilot projects, the United Nations Development Programme has agreed to put up \$5 million (£1,500,000) to finance it.

This could be a big boost to Mediterranean fish produc-

tion where the demand is three times higher than the supply.

CONSIDERABLE progress has been made over the last decade over the prospects of farming shellfish in colder waters and the commercial production of certain molluscs is already underway.

Oyster seed can be purchased from hatcheries (there are three in the UK) and scallop seed can be collected in certain selected parts of the south and west coasts and then grown-on in trays.

Marketable size of the native oyster and the Pacific oyster can be reached in between three and four years and 18 months to two years respectively.

Queen scallops take about two years to reach commercial size and the King scallop will take four to five years to reach market size.

So far no commercial groups in this country rear crustaceans such as lobsters, prawns or crabs. The Worshipful Company of Fishmongers does have a lobster rearing project at Conwy, North Wales, but the project is still in a development phase. Full marks to the Fishmongers Co. for venturing into the realm of shellfish culture!

Some countries "reel" lobsters. This means producing the young — the larvae and the juveniles — in the hatchery and then, when they have passed through the most vulnerable stage, releasing them into the sea.

This type of stocking was begun by the US Fisheries Commission in 1886 and was tried rather later in northern Europe.

So far it has not been demonstrated that by releasing large numbers of baby lobsters into a certain area of the coast there is any measurable effect on the lobster stocks.

It is done in France and the USA, but only one hatchery in each of these countries is involved in this type of venture.

Producing juvenile lobsters is expensive and governments are not keen to spend this type of money when the return in catches of lobsters is not guaranteed.

When I win the pools I'll set-up a lobster hatchery in a nice spot on the Dorset coast and help the local lads to get their pots full of lobsters!

I'm often commenting (really moaning!) about the price we get paid for our crabs. In a MAAF leaflet I saw a comparison between prices of lobsters, crabs and Nephrops.

The graph shows the range of prices paid by merchants in Billingsgate market during 1976 for unselected lobsters.

Prices are relatively high from May to September when landings are high but, as the graph shows, prices are higher in the autumn and winter when cold weather storms reduce catches and the demand increases.

The prices, between 73 for crabs and Nephrops when adjusted to the count of inflation, show there was little change in their real price over the period.

# Channel Isles escape the spill

THE FEARS that oil pollution will affect the livelihood of Channel Islands fishermen are now abating.

Wind and strong tides have so far kept the oil away from the islands and the huge oil slick which were threatening both the south coast of England and the Channel Islands are rapidly breaking up.

On both Jersey and Guernsey fishermen were ready to help use oil dispersants and preparations were being drawn up to ban all spraying in coastal waters.

## Meetings

Dr Eric Edwards, sent out to liaise between fishermen and the local administration, had a series of meetings with both the Guernsey and Jersey fishermen's associations to explain the situation.

Dr Edwards, based at the Fisheries Lab., Burnham on Crouch, explained that oil dispersants now had to be used so that their toxicity to fish and shellfish could be assessed.

Only dispersants which pass these tests are approved

and licensed. He said: "Controlled use of dispersants will have little or no effect on local fisheries — the oil itself is much more toxic."

Dr Edwards explained to fishermen how dispersants are 1,000 times less toxic than those used on the Torrey Canyon oil. Their effect on shellfish and inshore fish will be negligible if used properly. Charts marking the main fish and shellfish grounds will be used by the authorities to guide spraying if it is decided that dispersants have to be used to protect the beaches.

The fear of heavy pollution of the Channel Islands diminishes daily. Light oil slicks might eventually enter Jersey waters but so far tides indicate that the oil will remain close inshore along the French coast.

The strong winds and heavy seas over the weekend prevented Jersey boats putting to sea and have effectively broken up the oil. So far local fisheries have not been affected.

The research vessel *Corella*, from the Lowestoft Research Laboratory, will leave for the area towards the end of this week.

"This is a unique opportunity for us to study the behaviour of oil at sea and



The research ship *Corella* is sailing to bring back samples from the oil spill area off the French coast.

guage the long term effects," said Alan Preston, deputy director of the laboratory.

*Corella* will set-up a number of sampling stations at varying distances from the tanker. These will test the flow and depth of the oil and collect samples of water and sea life.

After two or three days of tests *Corella* will return to Lowestoft where her samples will be analysed.

If they prove to be informative another research vessel will be sent out when the main oil pollution has been cleared.

## £18,351 trip by 66-footer

THE six-man crew of the 66 ft. Scarborough-based wooden trawler *Pathfinder* was "over the moon" on Tuesday when the boat grossed an incredible £18,351 for a six-day trip.

The twin-Gardner engined trawler grossed £13,500 earlier this year at Grimsby and this was the boat's best-ever trip. Now, she has topped this by almost £5,000.

Skipper Bob Mainprize commands the 44-ton *Pathfinder* which worked the North Sea grounds up to 200 miles out.

Her 504-kit catch consisted of mainly cod and ling and was again landed at Grimsby.

## Giant harvest

SALMON weighing up to 27lb, are being harvested at a fish farm on the west coast of Scotland.

Marine Harvest Ltd. is marketing the fish throughout Europe under the Lochinvar brand name.

Pictured right: two 17 pounders being shown off by (left to right) Doreen Harron, fresh fish sales, Das Bradv,

marketing manager, and Dr. Graham Phillips, one of the research team.



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## Dartmouth potter

**WESTON WORKBOATS** specialises in fitting out the Cygnus Marine GRP fishing boat range and has started work on its largest to date — a Cygnus GM37.

This hull is being fitted out as an aft wheelhouse potter and is for Dartmouth owner, Robert Amil.

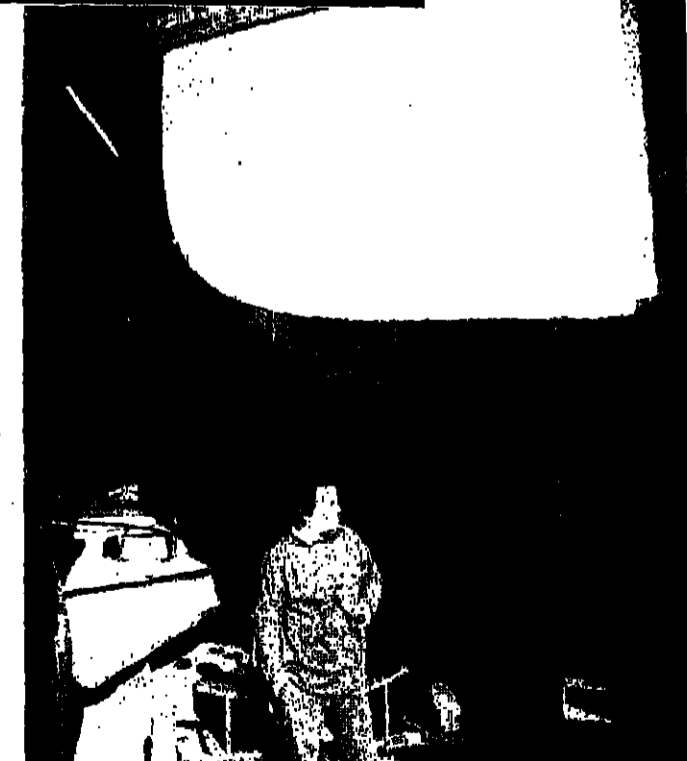
To be called *Ann Virginia*, the new boat will have many novel features. She will be the first English fishing boat to be fitted with the Fiat 160hp six-cylinder diesel.

## Four-blade

This will be mated to a Twin-Disc gearbox and will drive a four-bladed propeller supplied by Bruntons. It is believed to be the first time that the firm's four-bladed propeller has been used on a fishing boat of this size.

The vessel is due for completion within the next two months. Weston Workboats is working in a shed which is part of the Uphill Boat Services complex and during the recent bad weather this has greatly speeded up progress.

When this craft is finished, the next order is for a 28-footer for a local owner. Following that there is a possibility of fitting out one of the new Cygnus 48-footers.



Builder David Blackwell with the GM37 for Dartmouth.



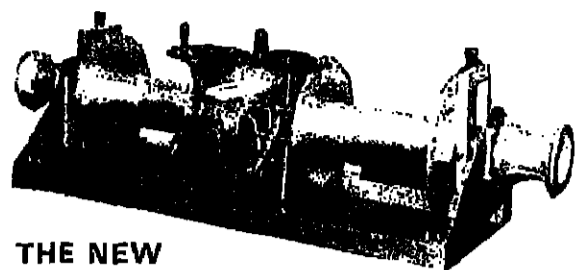
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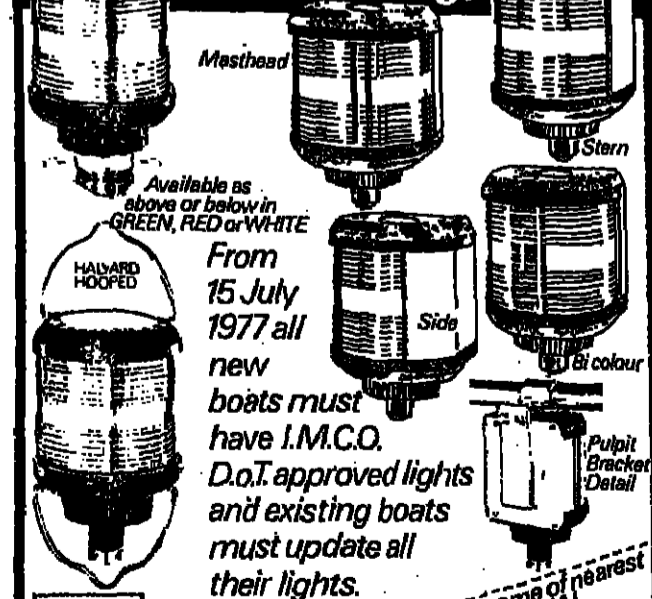
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# INSHORE at Grimsby

A MONTHLY FEATURE

ANY DOUBTS about the ability of Grimsby's North Sea fleets to fill the big gap in fish supplies left when the distant water trawlers were laid up have been well and truly dispelled by recent results.

The port's pair trawlers, anchor-seiners and inshore boats have really come good during a pre-Easter spell of fishing which was the best March has produced for several years.

It's strange how quickly fortunes change as both January and February were very spotty, but once that northerly swell and those Arctic winds had subsided the fishing immediately improved beyond all recognition.

The rub, as always, is that all sections stand in need of bigger grossings just to meet the increased operating costs. Inflation does not stand still and the affluence conjured up by some healthy-looking sales is often paper thin in reality.

Traditionally this is the time of year when a big part of the fleet expects to operate 'in the red' and this time, in spite of recent results, may be no exception. Dock charges alone are up by an average 40 per cent over last year.



Certainly some of the inshore operators are really feeling the pinch and, if the lumps do muscle in on these vessels as they threaten, one or two owners may well 'up sticks' and move elsewhere to ports like Boston.

It's changeover time for many vessels. After quite a good season on winter sprats, the multi-purpose boats have been deciding whether to revert to white fishing or hang on until the sandeels start.

Already Skipper Jorgen Gertsen's *Alamo*, one of the first to change, has put in several useful trips single-boat trawling. *Alamo* proved her adaptability with some good catches of cod on the shallow inshore grounds off Mablethorpe before being switched successfully to Heligoland when the big tides came.

### Dogging

Meanwhile, most of the inshore liners working the Humber for winter sprats are thinking ahead to the summer dogging. Once upon a time there was a good living to be made fishing the Humber for cod all-year around, but times have changed.

Local shellfish expert Bill Anderson and his son, Keith, are putting *Shepherd Lad*

(Skipper Lol Washington) and *Shepherd Lass* (Skipper Frank Penistone) on to whelks. At one time Grimsby boasted a large fleet of whelkers working the beds off Donna Nook.

It means a welcome return to fishing for *Shepherd Lass* after a winter laid-up. The 28-tonner is being fitted out with a new concrete fishroom floor and an extra three tonnes of ballast to bring her into line with the regulations.

Both *Shepherd Lass* and *Shepherd Lad* have recently moved to the management of the new United Seining Co. (Grimsby) Ltd. agency which is now finding its feet.

So far the multi-purpose boats *Samantha*, *Tina*, *Ellen* and *Frembek*, the anchor-seiner *Oldek* and the inshore craft *Jilannon* and *Lead Us* have also joined United from the Grimsby fleets.

This friendly company is likely to make a big impact for directors Fred Harrison, John Sharp, John Gardner and Don Pearce are old hands with many years behind them in the fishing industry at Grimsby.

United is specially geared for overland supplies and the management of foreign vessels, particularly the Belgian trade.

Looking at the port's new tonnage order book, it is some time since there was so much

in the pipeline. At the moment new buildings confirmed stand at two piers trawlers, one multi-purpose craft and two steel hull boats (one side and one stern fisher).

Of special interest is the 60-foot steel inshore boat presently under construction to the order of Tom Walkley (the owner of the record breaking *Victory*) at South Ocean Shipbuilding of Portsmouth.

This vessel, due nearer the end of the year, will be the port's first stern dragger with twin Caterpillar main engines and stern gear. She's an exciting prospect.

On the subject of engines, two more re-engining jobs are nearing completion. The Grenaa Fishing Co.'s *Greens Way* is the third seiner since the winter to fit a new Scania, supplied through Scanbait of South Humberdale.

Work was put in hand by Boyd Line Ltd., at Hull, whilst Skipper Vito Kristensen's *Johanne* is fitting out with a Gardiner 8LXB at Grimsby. The main contractor on this job is Allard, Hewson & Co. Ltd. and the work includes a new oak/play wheelhouse.

### Latest

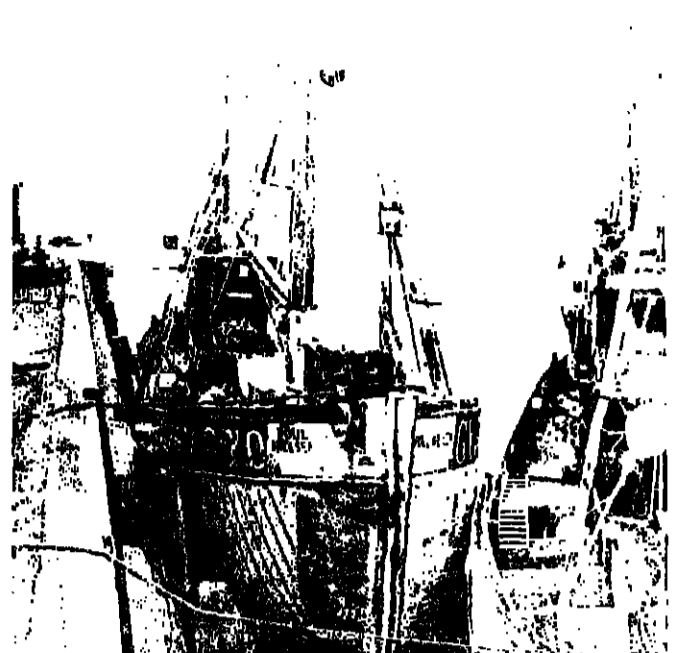
Also sporting a new wheelhouse and combined skipper's berth and chartroom is Skipper Paddy Collins' *Scanboy*. This job was completed earlier in March by shipwrights, Ernest Leggett, and the same firm has now finished the Kelvin re-engining of Skipper Jimmy Howard's *Esme*.

This anchor-seiner is doing away with her winch and fitting a completely new hydraulic arrangement, including the very latest in net drums, by Loeise Hydraulics Ltd.

Everyone is wanting more dockspace these days and this will be one innovation watched with great interest.

Another clever development, to answer the need for a problem, was the angled re-siting by Bridges & Salmons Ltd. of the main hydraulic winch underneath the whaleback, hard inside the port rail, on the pair *Jacqueline Borum*.

TOM WOOD



Paul Nielsen: a new addition over the winter to the Chapman agency. She has got off to a fine start with Skipper Knud Larsen.



Above: *Shepherd Lass* is back to sea whelking after being laid up through the winter.

Left: the new wheelhouse and skipper's berth which shipwrights Ernest Leggett has just fitted to the anchor-seiner *Scanboy*.

## Second freezer trophy for Boyd's 'Galliard'

BOYD Line's Hull-based *Arctic Galliard*, commanded by Skipper Terry Thresh, is the first ship to win the British Freezer Trawler Challenge Competition for a second successive year.

She first triumphed in 1976 when she wrested the Dolphin Bowl from BUT's *Norse* with a margin of 5,772 points.

During that year *Arctic Galliard* headed the contest from May to December, but the 1977 contest was much closer. She edged into top place in the very last month of the competition to overtake three other Hull vessels.

The trio comprised Boston Deep Sea Fisheries' *Princess Anne* (Sk. Peter Craven), which finished as runner-up just 1,034 points behind BUT's *Orsino* (third after looking a likely winner until leaving for Australia); and BUT's *Dane* (Britain's top freezer in 1973) fourth.

*Arctic Galliard* lost a lot of fishing time early in the year when a new boiler was installed. She was skippered by Terry Thresh on all six trips in 1977.

She is the second Boyd Line freezer to win the Dolphin Bowl, as *Arctic Freebooter* took the trophy in 1973.

During the past year 34 Hull and five Grimsby freezer trawlers took part in the competition but, during the year some were sold or transferred.

Nineteen of the top 20 places in the competition went to Hull vessels. J. Marr took six; Boyd Line four; Thomas Hamling four; BUT (Hull) three; and Boston Deep Sea Fisheries two.

The final top 20 for the 1977 freezer contest are given below.

Figures in brackets show positions held a month before the competition ended.

Position	Vessel	Tonnes	Points
1 (4)	<i>Arctic Galliard</i> (Boyd)	4139	35,472
2 (3)	<i>Princess Anne</i> (Boston)	4375	34,438
3 (1)	<i>Orsino</i> (BUT)	3916	32,629
4 (2)	<i>Dane</i> (BUT)	2133	32,033
5 (8)	<i>Arctic Buccaneer</i> (Boyd)	2899	31,187
6 (5)	<i>Southella</i> (Marr)	2786	30,218
7 (9)	<i>Northella</i> (Marr)	2733	28,664
8 (7)	<i>Arctic Freebooter</i> (Boyd)	2046	28,600
9 (11)	<i>St. Jason</i> (Hamling)	2684	28,569
10 (10)	<i>Farnella</i> (Marr)	2288	28,528
11 (15)	<i>St. Benedict</i> (Hamling)	3737	28,221
12 (5)	<i>St. Jasper</i> (Hamling)	2074	27,709
13 (13)	<i>Kirkella</i> (Marr)	1808	26,878
14 (12)	<i>Sir Fred Parkes</i> (Boston)	2274	26,633
15 (16)	<i>Suanella</i> (Marr)	1852	26,788
16 (18)	<i>Junella</i> (Marr)	2045	26,268
17 (14)	<i>St. Jerome</i> (Hamling)	1713	24,945
18 (18)	<i>Arctic Raider</i> (Boyd)	2008	24,888
19 (17)	<i>Kurd</i> (BUT)	1738	24,122
20 (20)	<i>Invincible</i> (GY) (BUT)	1607	23,800

## Winch accident

AN ATTEMPT by surgeons at Aberdeen Royal Infirmary to sew on a Grimsby deckhand's severed hand has failed.

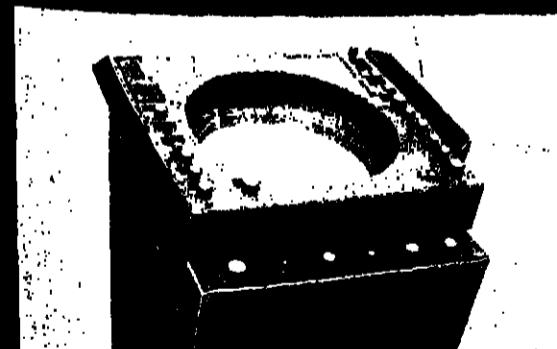
David Green (23) was airlifted to the hospital from the Grimsby middle-water trawler *Ross Lynx* after an accident with a

winch almost completely severed the hand late on Thursday last week. The ship was off the Shetlands at the time.

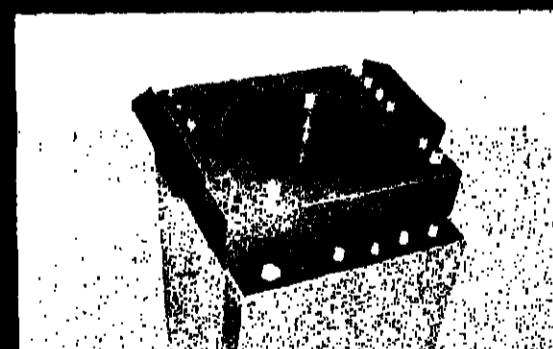
Crewmen packed the hand in ice for the trip and a team of doctors worked for nine hours into the early hours of Good Friday, in a vain attempt to graft it back to the wrist.

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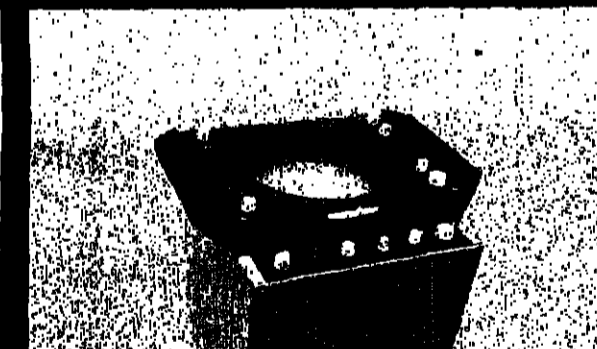
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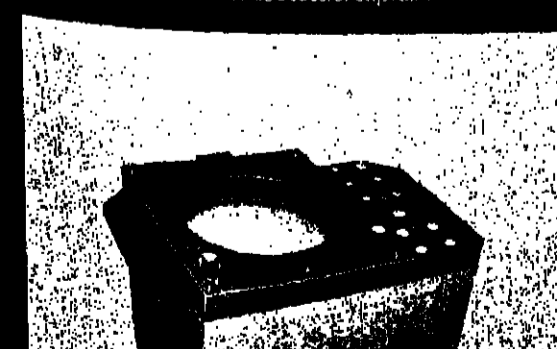
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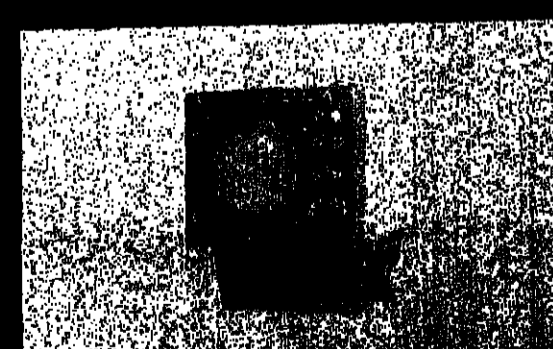
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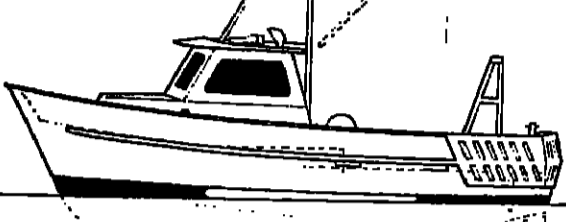
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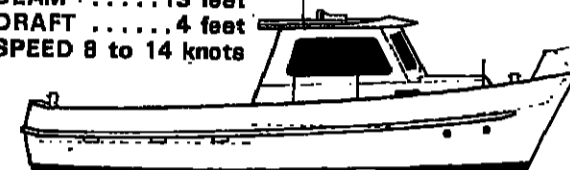
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## Changing to GRP

"I HAVE been using an old 15 ft. clinker-built boat for trammel netting with some success and I would like to replace it with a new glass fibre boat between 15 and 24 ft. long.

Please could send me details of boats of this size which are currently available and can be powered by either an inboard or outboard engine?"

A 15ft. GRP boat which might suit you very well is the Treve Cove Boat which was designed by Gary Mitchell of Metagissey and is moulded by Treve Marine Ltd., Treve Lane, Hayle, Cornwall. It can be powered by either an inboard or outboard engine.

Its overall length is 15 ft. 6 in., waterline length 15 ft., beam 6 ft. 6 in. and draught about 1 ft. 6 in. It can be built to White Fish Authority requirements with heavy duty framing and hull lay-up, and with reinforced gunwale and keel.

It can also be supplied as an open boat or with a small wheelhouse forward and with a gaff-rigged mizzen mast aft.

If you beach your boat, a simulated clinker-built hull which is moulded by Pebble Boats at The Boat Yard, 60 Eastbourne Road, Hornsea, North Humberside might suit you. It is 16 ft. 4 in. long with a beam of 6 ft. and weighs only 400 lb.

It is a scaled down version of a Yorkshire coble, has a deep bow like a coble to facilitate launching through surf and a raked stern for beaching stern first.

A tunnelled stern gives maximum flow of water for the propeller, and twin keels ensure the boat remains upright when beached.

The Pebble hull is designed for heavy duty and has steel runners fitted to protect it when being hauled up beaches.

If you want a fairly fast boat a GRP dory hull, which you could complete and fit out for trammel netting, is obtainable from Wadhams Stringer (Dell Quay) Ltd., Clovelly Road, Southbourne, Emsworth, Hampshire.

It is a little over 17 ft. long, with a beam of about 7 ft. and a draught of less than a foot. It weighs about 800 lb., has a reserve buoyancy of 3,000 lb. and is designed so that it will remain upright when out of the water. Transom height is

## Dying nets cheaply

A MONTH or two ago I suggested to an inquirer, who wanted to know how to dye some gill nets green, that he use Green Cuprinol mixed with an additive which he could get from Cuprinol Ltd., Adderwell, Frome, Somerset.

I have since received a

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

20 in. so you could power it with a long shaft outboard. Sixteen, nineteen and twenty-two ft. simulated clinker-built GRP hulls, moulded on the lines of traditional Norfolk beach boats, are obtainable from Stratton Long Marine, Blakeney, Norfolk. They are strongly constructed and have engine beds which are carried the full length of the hull and fitted to cross-framing.

A sturdily constructed 21 ft. GRP hull, designed by Gary Mitchell on the lines of a Cornish Tisher, is moulded by Cygnus Marine Ltd., Britannia Yard, Penryn, Cornwall.

It has a beam of 8 ft., draught of 2 ft. 3 in., and displaces two tons, a heavy displacement for so small a boat. If required it can be fitted

to take a 15-30 hp inboard engine and can be supplied complete with GRP wheelhouse and foredeck.

A 24 ft. GRP hull, moulded from a plug made from an exceptionally successful wooden boat designed by the late K. H. Skentelbery, is produced by Saltram Developments, Laira Bridge Boatyard, Plymouth.

This is known as the Soltram 24 and is 23 ft. 8 in. overall, with a beam of 8 ft. 4 in., draught of 2 ft. 6 in. and bare hull weight of 8 cwt.

The hull has a moderately fine entrance, running into a firm bilge amidships and then to a full transom stern.

This results in an easily driven boat with a good load carrying capacity and stability but capable of speeds up to 11 knots when suitably powered.

## John Burgess' Log



letter from D. E. Roxborough, of Inverasdale, who has experimented with various brews for dying nets and treating lines, which contains information likely to be of value to you if you ever have a mind to treat your own gear.

I have dyed nets, he writes, with Cuprinol, Cutch and Dylon. Although the most expensive, Cuprinol is the easiest and quickest to use. But the colour fades quickly and before long you are left with white nets.

Cutch is good, and, if you are properly organised to do so, you can dye a lot of nets with it quite cheaply. Dylon is very cheap and readily obtainable from chemists and hardware stores. It is easy to use and colours nets very quickly if a handful or two of salt is used to fix it. Two Dylons will dye 100 yards of netting.

If you are going to use it, he recommends that you choose a shade deeper than the one you really want "as the dye chart isn't very accurate". He also recommends that you bring the dye bath just to the boil, let the nets simmer in it for two or three minutes and then remove them and hang them up to dry.

The nets he has dyed in this way have retained their colour for two seasons when kept out of bright sunlight. By comparison, dyed nets bought from Stuart (J. & W. Stuart Ltd., Eak Mills, Musselburgh, Midlothian) have retained their colour for five seasons.

He goes on to say that he has dyed thick nylon net netting with a 1:32 mixture of paint and paraffin — with successful results — and that he has made longlines durable and stiff by treating them with a 1:8 mixture of black bitumen and paraffin.

If you want to use dyed nets and treated lines, it pays to obtain them already processed, as most makers of nets and lines can do the job less expensively and more efficiently than you can yourself.

## Stopping cannibals

"I RECENTLY started to store lobsters in a tank through which I circulated sea water. Last week one cast its shell and, although their claws were tied, was attacked and killed by the others.

"Do you know of any way in which I can reduce the risk of this happening again?"

One way would be to find out — if you don't already know — approximate dates between which lobsters moult locally and to avoid as far as possible storing them during this time.

Another would be to install refrigerating equipment and maintain the water in your tank at a low temperature (below 10 deg.C).

In their natural habitat, lobsters do not moult, move around or feed much in winter. So low temperature water would deter those in your tank both from casting their shells or devouring those that do.

## Installing VHF radio

"I AM going to install a VHF radio telephone in my boat and would like to know whether there are any publications which tell me what procedure to follow when using such a set."

A publication called *Handbook for Radio Operators* is published by H.M. Stationery Office and is obtainable either direct or through any bookseller.

*R/T Operators Handbook* is also useful. Published by Coastal Radio Ltd., a few years ago, copies may still be obtainable direct from the company's headquarters at Westway, Chelmsford, Essex.

## Sinking lures

"WE FIND that we have difficulty in getting rubber eels down to depths at which pollack are feeding during big tides, and we would like to try using paravanes instead of 1lb. or 5lb. lead sinkers for the purpose.

"Any information you can send us about devices used to get lures down deep would be greatly appreciated."

A device traditionally used for sinking lures or to depths at which bass or snook are feeding is a lead fitted with 3in. cylindrical shaped pieces of lead around it at about 18in. intervals — effective, but hard work.

One type of paravane which you might find effective is a Peach's Otter Mk.2. It consists of an 8 x 3 1/2 in. piece of plywood with a metal fitting on the leading edge to make it dive and is coated with white and fluorescent orange paint. It is mostly used for taking lures down when mackerel fishing, but can be used with pollack up to 14lb.

Another type is the Swedish 'Surfing' paravane, which can be used to take lures to depths of 16 fathoms when trolling at 3-4 knots.

Made of anodised light-queered aluminium, it has a ball-shaped body with vertical and horizontal fins.

Surfing paravanes are made by A. B. Fixfabrik in Gothenburg, Sweden, and are exported by Estalon Ltd., Neuts, Huntingdonshire. Peach's Otters are obtainable from P. L. Peach, Belle Vue West Street, Axminster, Devon.

## Trawler hull plans

"AS I have spent most of my working life as a carpenter and boat builder and also have some engineering experience, I feel competent to tackle the job of building a ferro-cement boat myself.

"Do you know where I could get a set of plans for building a 30ft. trawler hull?"

You may be able to get a suitable set of plans from: Alan F. Hill, 15 High Street, Burnham-on-Crouch, Essex; Fareham Boat Plans, 55 Portchester Road, Fareham, Hampshire; Windward Marine, Port of Weymouth, Wroxham, Norfolk; Lothian Marine Ltd., Carriden Boatyard, Carriden, Bo'ness, West Lothian, Scotland.

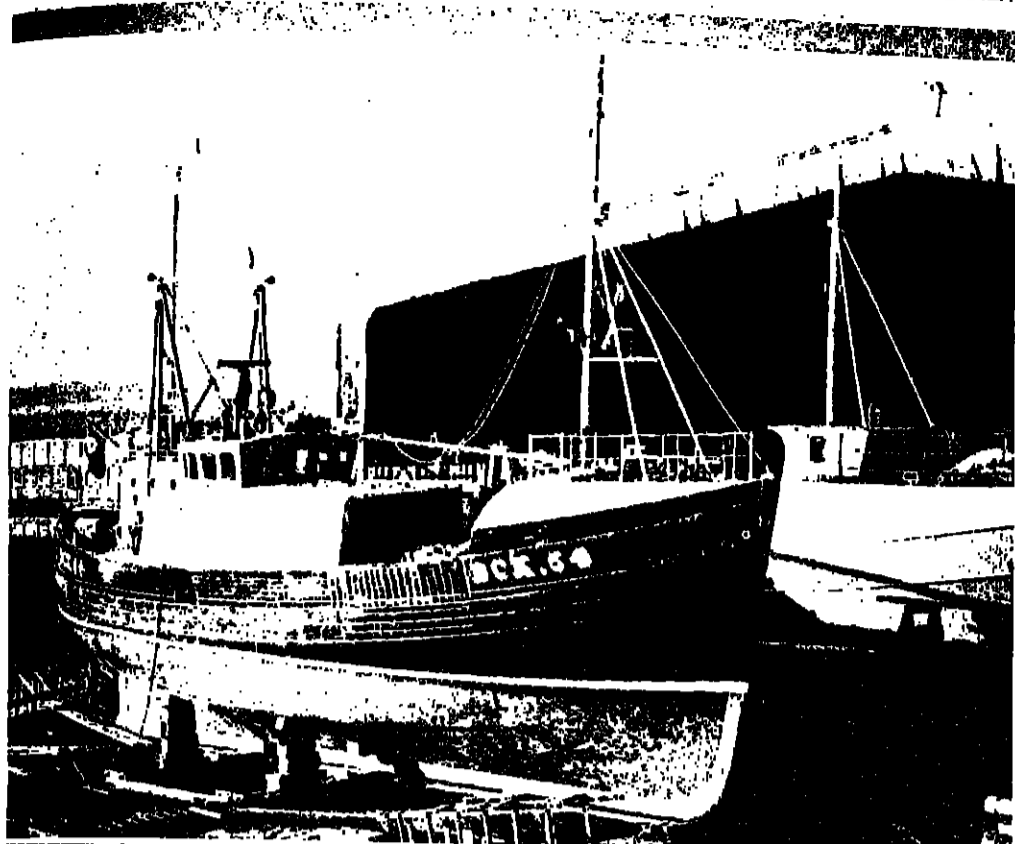
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## FIRST CP PROP FOR VENTURE

BUCKIE'S 84 ft. seine netter *Venture* (left) has been fitted with the first Norwegian-made Finnoy controllable pitch propeller to be installed in Scotland.

The vessel has been re-engined with a Kelvin TASS diesel which develops 375 shp at 1,200 rpm to drive the propeller through a Finnoy G30 gearbox of 3.05:1 reduction ratio.

The propeller and gearbox were manufactured by Finnoy of Norway, which has already fitted similar equipment to a number of Kelvin-powered fishing vessels in the Norwegian fleet. The gear was supplied to *Venture* by Kelvin.

The cruiser-sterned *Venture* is among the smaller Scottish vessels to be fitted with a CP propeller.

G. L. Watson and Co. designed the boat and she was built by Jones Buckie Shipyard in 1971 for her present owners, Francis and John Lawrence of Buckie. The re-engining has been carried out by Herd and Mackenzie of Buckie, which also fitted her with a deckshelter.

Herd and Mackenzie is building a 75 ft. steel vessel for Skipper William Mackay of Fraserburgh and she will be powered by a 500 hp Kelvin engine turning a Finnoy CP propeller through a 4:1 reduction gearbox.

## £14,000 trip from Iceland

THERE was a total turn out of 1,785 kits of wet fish landings at Hull on Tuesday.

One of the two vessels landing was the Icelandic trawler *Fylgja* which made £13,924 for 448 kits, including 100 kits of haddock averaging £41.66 per kit.

There was also a part landing by Hamling's *St. Giles*. The vessel had a mechanical breakdown during unloading after being on a 24-day trip to Norway coast under the command of Skipper J. Humphreys.

*St. Giles* grossed £42,924 for 1,315 kits. It was estimated that a further 700 kits awaited landing for the Wednesday market.

## Storm gusts halt trips

GALE-FORCE south-westerlies and westerlies going up to storm force severely restricted fishing in the North Sea last week.

Many of the anchor-seiners operating from Grimsby were forced to return to port — and also they had less than 100 tons and storm damage into the bargain.

The gales also stopped many sailings and, by the time Grimsby shut down for the Easter holiday, almost three-quarters of the port's fleet of seiners were penned down waiting for the weather to fair away.

Also badly hit were the few remaining sprattlers which have been working off the Tyne and Yorkshire coast through the winter.

Skipper's reported the winds were dispersing the shoals when the vessels could get to sea — so catches suffered accordingly.

## Federation's HQ

THE National Federation of Fishermen's Organisations has set up new headquarters office in the Grimsby Exchange on Fish Dock Road at Grimsby. The Federation chose the south Humberside port because of the heavy membership at Grimsby which is the largest and most active port within the organisation. Chief executive at Grimsby is Andrew Palfreman (30), who has relinquished a post with the British Fishing Federation to become chief of the group venture.



## Brenda bows out

BRENDA FISHER (above), the River Humber section, being pensioned off because of the sharp fall in the numbers of operational trawlers at Grimsby, is scheduled to retire from service today (Friday).

Built by John Barker Ltd. the Royal Dock tidal basin at Keadley in Yorkshire, from 08.00-17.00 hours, Monday to Friday, and will be available for duties outside these hours by prior arrangement with the owners, Humber Workboats (Barton) Ltd. at its Immingham offices.

The fate of *Brenda Fisher* is uncertain and the vessel may well be sold.

*Brenda Fisher* was named after the Grimsby long-distance swimmer who held the ladies record time for the English Channel in the 1960s.

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and wish them good fortune!



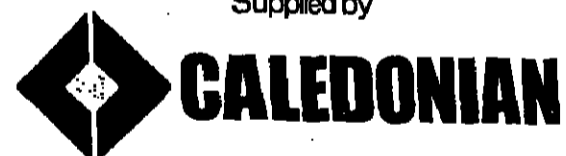
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# CONQUEST'S COOL 1000-BOX HOD

A SKIPPER who helped pioneer fishroom cooling plants aboard Scottish seiners has had a new boat built with an even larger cooling system fitted. He is Buckle skipper, Dennis Reid, whose new *Conquest* was delivered earlier this month.

Fishroom cooling plants are arousing a great deal of interest among fishermen at present as they help to secure top prices for catches. The equipment has a double advantage: the catch can be held at just above freezing point and the ice can be prevented from melting too quickly.

## Seiners

Already a number of Scottish seiners have systems fitted and the latest is the 79ft. *Conquest* from the Buckle yard of George Thomson and Son.

Skipper Reid was among the first Scottish fishermen to use a cooling plant as he had one fitted to his previous vessel, also named *Conquest*, built by Thomson in 1972.

The plant was manufactured by the Aberdeen-based firm of Currie and Thomson (Engineers) Ltd. and Skipper Reid asked the same company to supply the system for his new vessel.

Currie and Thomson has been making fishroom cooling plant for nine years and the new *Conquest* has the largest system it has fitted to date.

Six cooling evaporators are mounted in the deckhead of the fishroom but, normally, only the four in the after part will be in use.

Extra boxes can be stowed in the fore part of the fishroom during heavy fishing and the two extra cooling evaporators can be brought into use by means of a solenoid switch controlled in the wheelhouse.

The fishroom is 35ft. long and estimated to have a total capacity for 1,000 boxes of fish.

It is insulated on sides, deckhead and bulkheads with polystyrene lined with timber and faced with aluminium sheet, and is served by two steel hatches with aluminium covers.

Stanchions and boards are of aluminium and the ice lockers and an area for shelving are arranged amidships. The five hp compressor

unit for the cooling plant, driven from the 110V electricity supply, is fitted in the forepeak.

An automatic valve controls the flow of water through the water cooled condenser to give a more accurate control of the condensing medium.

The plant is fully automatic with a Cambridge instrument alarm control system which incorporates thermostatic control of the fishroom temperature. *Conquest*, designed by G.

L. Watson and Co., is the third vessel to be built by Thomson for Skipper Reid.

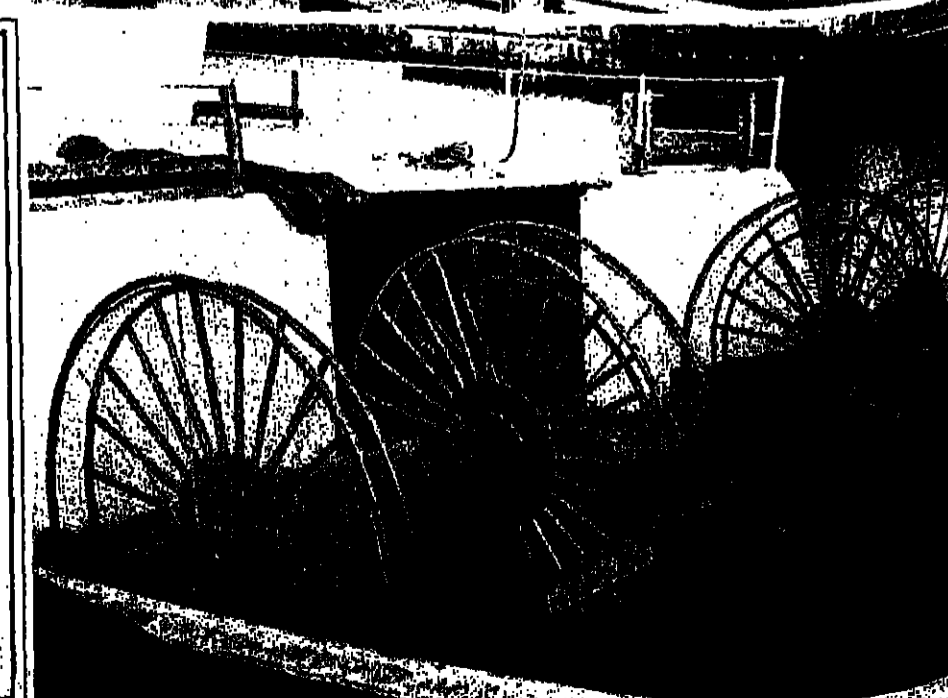
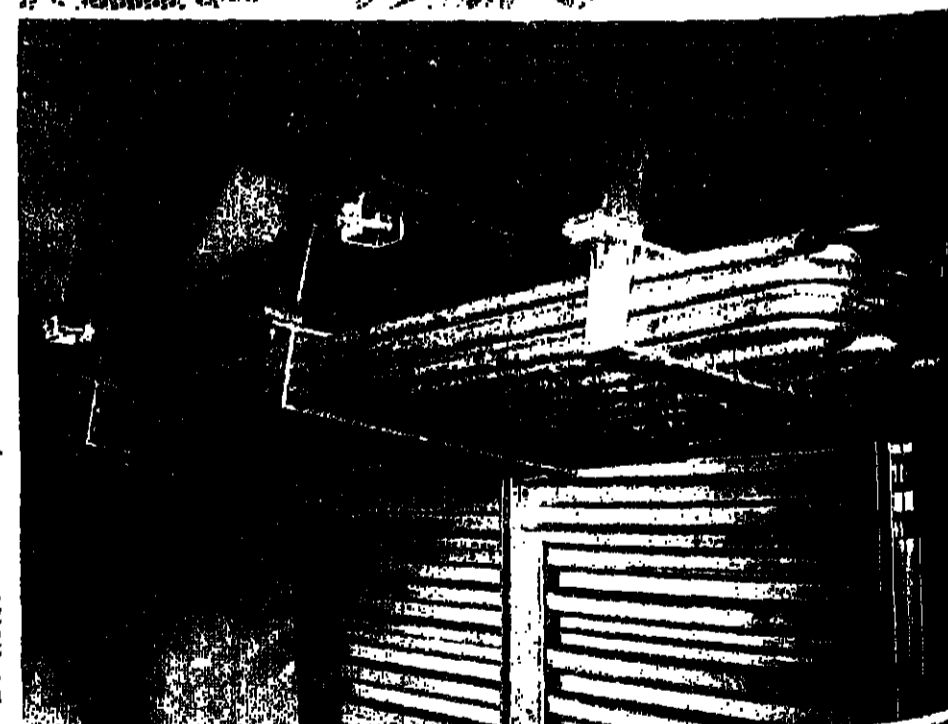
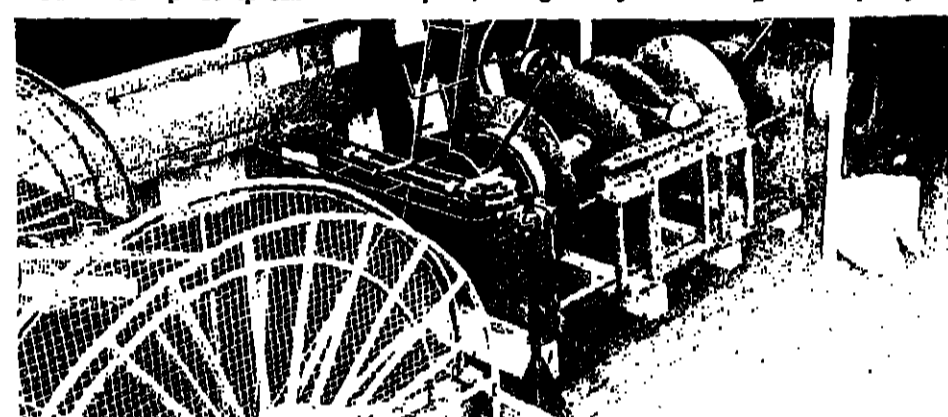
Of wooden-hulled construction, she has a cutter stern and beam of 23ft. She is equipped for seine netting at present, but is capable of single or two boat trawling.

Caledonian Engines Ltd. supplied the Caterpillar 1308 eight cylinder V - form propulsion engine which gives 565 hp at 1,225 rpm to drive the fixed-pitch propeller through a Caterpillar gearbox.

reduction ratio. A large and general purpose Transmotor generator and a 24V generator are from the forward engine.

For the Dowty delivery hydraulic system, a 1000 lb. hydraulic pump unit is driven by the main engine. The pump is also driven by the Sutherland gear unit. The main engine is fitted on page 12.

Sutherland seine winch. The Loele gear which is fitted at the end of the seine net, one of the two extra cooling evaporators in the fishroom. Box Loele Hydraulic gear rope and seine rope.



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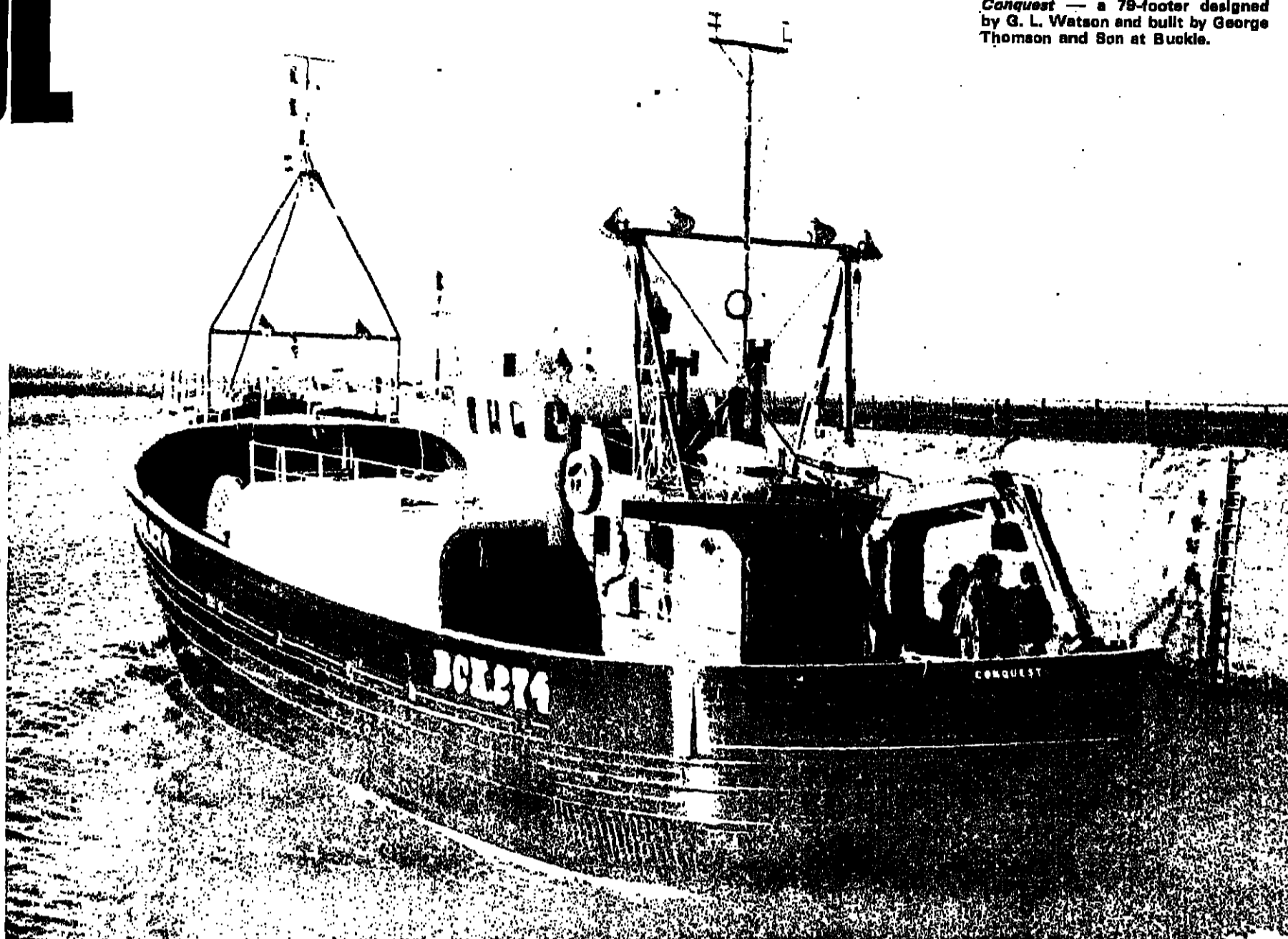


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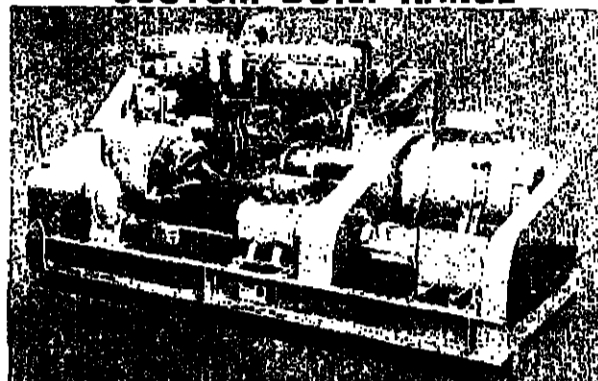
*Conquest* — a 79-footer designed by G. L. Watson and built by George Thomson and Son at Buckle.



## WILMAR AUXILIARY SETS

Suppliers of the generating set which is based on a 110hp Volvo Penta diesel engine which has been installed on the new sinner

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good luck and good fishing  
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# CONQUEST

From page 11

supplied with a Pyropress alarm system.

Wilmar Engineering of Aberdeen supplied the generating set which is based on a 110 hp Volvo Penta diesel engine.

It provides power for a Daimler and general service pump, Transmotor 110V generator, Transmotor 24V generator, and a hydraulic pump to drive the deck machinery for fishing gear retrieval.

Hydraulic oil from this pump is fed into the main hydraulic circuit through a manifold valve assembly eliminating the need for a lot of extra pipework.

Two tanks in the engine room have a total capacity for 3,000 gallons of fuel oil. The heavy-duty batteries are by Exide.

On deck a D. F. Sutherland combination seine and trawl winch is fitted below the whaleback. Its trawl drums lie fore — aft at the after side of the seine barrels.

The remainder of the gear handling machinery comes from the Lössie Hydraulic Co. and comprises a two-drum set of seine rope reels, a 24 in. power block hung on an Atlas crane and a small cargo winch.

Seine rope leads are by Munster Simms and gilson blocks by Ansell Jones.

Deckhouse, whaleback and masts are of steel. Chalmers rubber-cased floodlights are housed on the superstructure and a Francis searchlight is carried on the wheelhouse top. The after trawl gillows consist of stout steel arms fitted on the after corners of the deckhouse.

Fish finding aids in the wheelhouse include Wesmar SS220 scanning sonar, Kelvin Hughes MS44 vertical recording echo sounder with BL1 Scale Expansion unit, and an Elac LA261 Fishluge.

Decca supplied the 'Sailor' radios which include T126 R105 400 W SSB radio telephone, RT144 and RT143 VHF radio telephones and R114/M Watchkeeping Receiver.

Other Decca units include RM914C Clearscan radar, 450 automatic pilot, 350 T Track Plotter, two Mk.21 Navigators and Audix Intercom system.

A dual station receiver-plotter switch enables the plotter to use signals from either of the two Navigators. Tenford electro-hydraulic steering gear is coupled to the autopilot, and other equipment in the wheelhouse includes Morse engine and winch controls, Flamm horn and a Wynstruments Mk.3 window wiper.

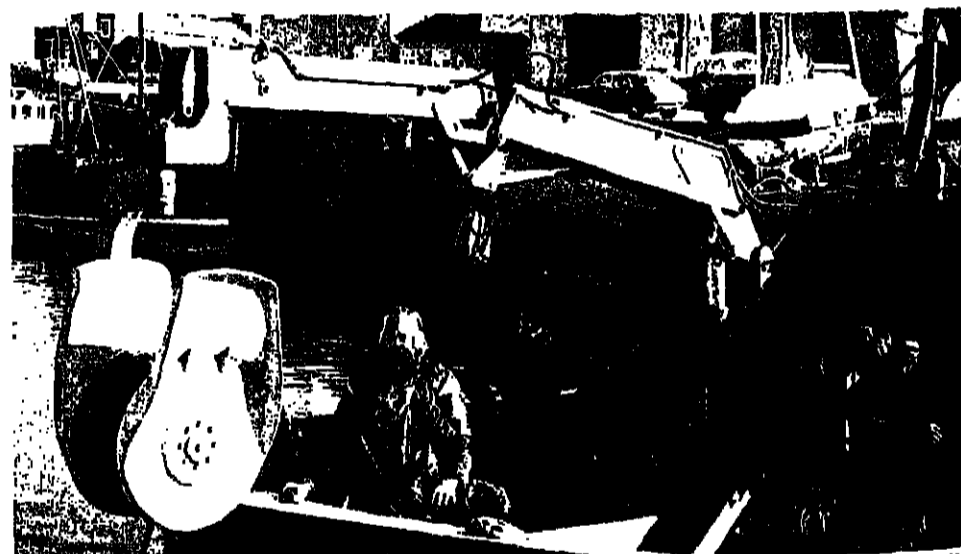
The galley is arranged in the deckhouse and is fitted with a Kempstate oil-fired cooker which also heats the domestic hot water.

A separate messroom with two tables is housed below the wheelhouse, and other accommodation in the deckhouse includes a Bales wc.

The engine room is protected with a Marinex Halon gas system comprising two Marinex 20 units.

Fire detection and alarm is a specially housed 'Marinex' 245 unit supplied, at the request of the builder, in a special cabinet to which has been added warnings for bilge flood alarm.

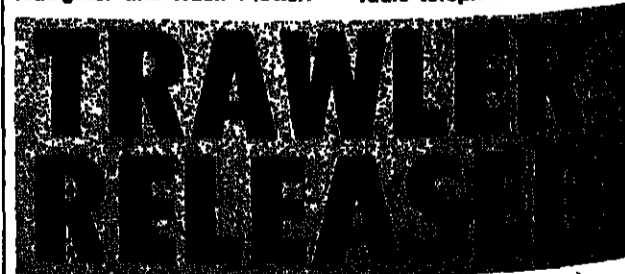
Conquest is to fish from Peterhead and will be operated by Richard Irvin and Sons Ltd.



Above: the Lössie Hydraulics 24in. power block hung on an Atlas crane.

Top: part of the wheelhouse showing the Kelvin Hughes MS44 echo sounder. Also Elac Fishluge and the Decca Navigator and Track Plotter.

Above: Decca supplied the 'Sailor' radio in the wheelhouse on Conquest. These include the T126 R 105 400W SSB radio telephone, RT144 and RT143 VHF radio telephones.



THE SPANISH trawler Jose De Tazadon left Plymouth, Devon, on Tuesday night after her skipper had been given "a strong verbal warning" by fishery inspectors from the Ministry of Agriculture, Fisheries and Food.

The 90ft. trawler was pulled into Plymouth on Good Friday by the fishery protection vessel HMS Guernsey for suspected illegal fishing within British limits near the Isles of Scilly.

After taking legal advice on Monday the ministry decided not to prosecute because of "extenuating circumstances".

A ministry spokesman said: "The skipper had his gear out but it is a technical question and we gave him the benefit of the doubt. The trawler had not been arrested, merely brought in under investigation".

Illegal fishing within British waters carries a maximum fine of £50,000, plus the confiscation of both the catch and gear.

# STATE PENSIONS No joy for the share fishermen

**SHARE FISHERMEN** who have been waiting for details of the new state retirement pension scheme need wait no more. There is little to gladden the hearts of self-employed people who do not benefit from an employer's contribution.

There is even less in the scheme for the older or middle-aged self-employed, since the amount of the new pension appears to be related solely to the number of years one pays in, as from 1978. A man of 45 would get less than half the minimum pension, which is based on 60 per cent of the national average at the time of his retirement. This would amount to a 'massive' 35 per cent of the national average.

### Tax relief

Fortunately fishermen — the shopkeepers, plumbers and jobbing builders etc. — can make their own arrangements. And one gets the impression that this is what they are expected to do. By shopping around for the best buy they can turn pension purchase into a profitable investment; and there is an added benefit of full rate tax relief on the premiums at a minimum of 10 per cent — which is double the allowance on ordinary endowment policies.

This means you can set the premiums against tax at the highest rate you pay, so if some of your income is taxed at 65 per cent you can offset 65 per cent of the pension cost, leaving only 35 per cent to pay.

If you really have a tax problem, you can now use up to 15 per cent or £3,000 of

your annual earnings in this way and get tax relief on this sum.

This type of pension is a special form of endowment, with a guarantee that a stated minimum of the 'sum assured' is spent in buying a pension. This means that you can draw a lump sum at maturity and have a reduced pension as a result. If you expect to live for a long time, it is better sense to take just a pension. A good company will offer more than one option.

To get full benefit from this type of pension policy it pays to take a policy 'with profits' — especially if you are under 55. This means that each year a bonus, based on the company's profit over the previous year, is added to your 'sum assured' or the value of your policy. As profits tend to rise with inflation, it does provide an 'inflation-linked' factor.

The size of your personal pension depends on two things — how much you pay in monthly or quarterly premiums and for how many years you pay it before you retire. If you start your policy when you are 50, you need to make bigger payments than someone who begins at 30 in order to get a comparable pension.

In dealing with insurance companies which offer pension policies you will find that they refer to the 'sum assured', which sounds like a maximum benefit.

**Option**  
This does not mean that when you have received this amount the pension ceases. It only ceases at death, and the sum assured is based on endowment value — just about five times the annual pension — plus the lump sum if you take that option. From your point of view, it is a convenient way to compare what different companies have to offer.

To give some idea of what pensions cost, here are some examples taken from the brochure of one of the better companies.

A man of 40 paying £250 a year (£165 after tax at 34 per cent) gets a pension for life at age 65 of £3,938, or a lump sum of £8,160 plus a pension of £2,720. Total net cost at 34 per cent tax rate would be only £4,125 (i.e. 20 years at £215). The sum could vary a little up or down according to profits.

If the same man put the same £250 under the floorboards until he was 65, he would only have £4,125 to last him until he died. Compare this with the pension.

A man of 60 would need to save a good deal more each year. He would have to pay

£500 a year (£330 after tax) to get an annual pension of £2,460 — or £5,100 lump sum plus £1,700 a year pension.

Net cost, £4,950 (equivalent to two years' pension), but note that the pension appears to cost more because there is less inflation over the shorter period, and less time for profits to build up. As is clear, you live for two or three years after retirement, you're on the right side. After that, the longer you live the more you win and the insurance companies lose.

This particular policy offers a choice of retirement at 60, 65 or even later. In case of death soon after retirement, payments are continued to dependents until the pension has run for five years after retirement. In case of death before retirement, premiums are returned, plus six per cent compound interest (some companies only pay four per cent). You can include life insurance in the package.

### Turnover

There are big differences between companies, so picking the wrong one can cost you a great deal over your retirement. Remember, the companies with the biggest turnover and the biggest advertising budget do not necessarily pay the biggest benefits.

Ask your accountant, if in doubt as to how much you should invest in your pension, but don't be surprised if he sees it more in the light of tax relief. And don't forget that some accountants are also insurance agents, but the company they represent may not be one of the best for personal pensions.

The figures quoted will enable you to judge for yourself.

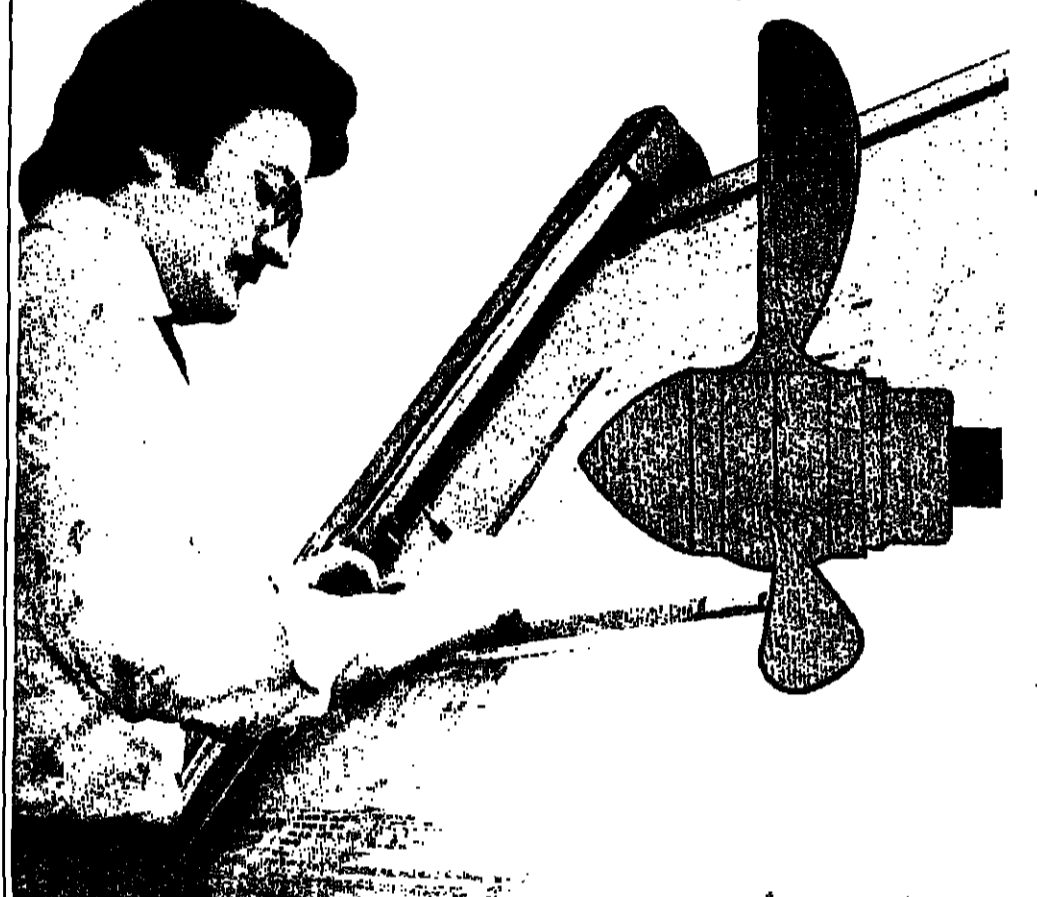
## Is your propeller working for you? Or against you?

If you run a small workshop, like a lug or trailer under 1200hp, chances are you're running around with the wrong propeller.  
And that costs money.  
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They're designed on simple engineering principles and are very easy to assemble and install. They're also totally fail-safe.  
Our propeller system brochure will tell you more.

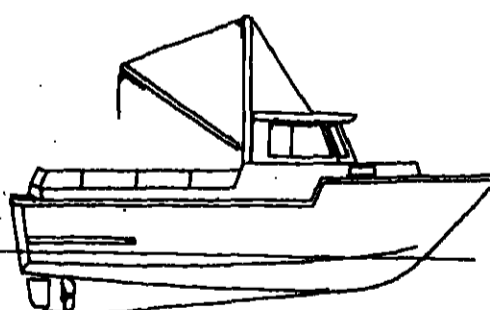
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OL2 7JX, England. Tel (070 88) 47832  
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Newage Marine supplying the push that's needed like the rest of Newage Engineers.

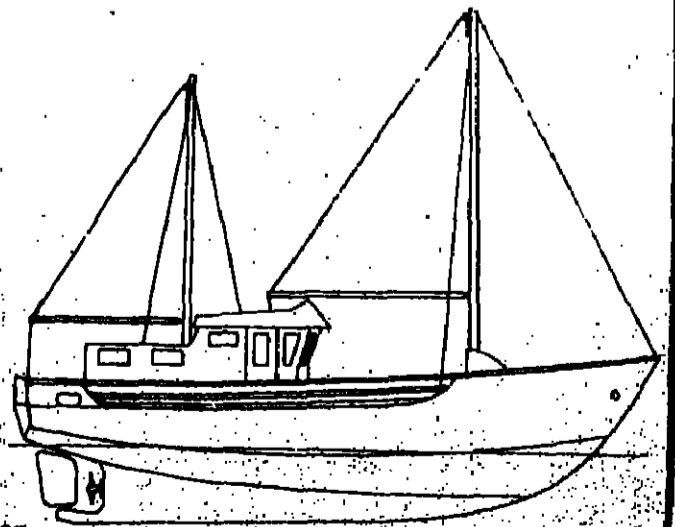
## conyer marine ltd STEEL FISHING CRAFT



8.5 metre Fishing Vessel/Workboat

Length O.A. 8.5m. (28')  
Length W.L. 7.1m. (23' 3")  
Beam 2.8m. (9' 3")  
Draft 1.0m. (3' 3")  
Designer F.R. Williams  
Engine Up to 120 hp.

**BASIC BOAT PRICE £4,950**



11 metre Fishing Vessel

Length O.A. 11.0m. (36')  
Length W.L. 9.4m. (30' 10")  
Beam 3.8m. (12' 6")  
Draft 1.3m. (4' 3")  
Design Based on PCF38 by Bruce Roberts  
Engine Up to 100hp  
Optional 10 tonnes approx.  
Ballast 4 tonnes approx.

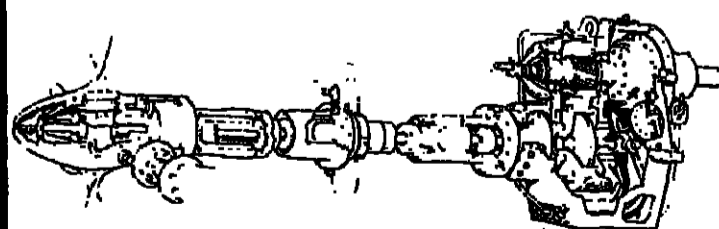
**BASIC BOAT PRICE £12,785**

Basic boat in all cases includes the following: Hull, Deck and Superstructure, engine beds, stern tube, rudder, stock and tube, fuel and water tanks. All fitted. Window and scupper apertures cut to instructions. Shot blasted and primed with two coats of zinc-rich epoxy based paint.

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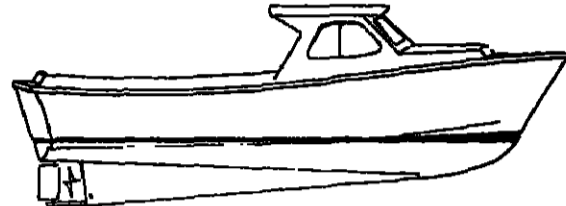
# LOCHIN MARINE

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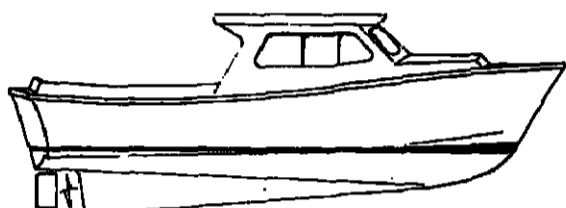
Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

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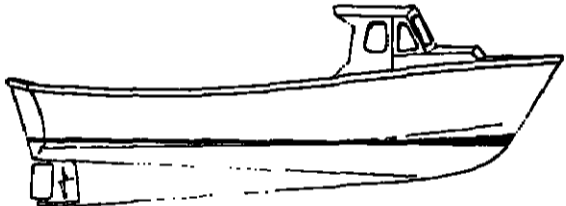
Fast Fisherman/Charter Angler



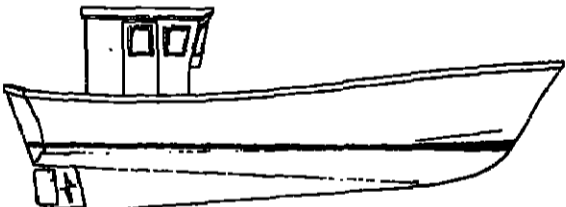
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



Hull design: Robert Tucker, A.R.I.N.A.

ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 9in.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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# Converted 'Corsair' is pumping her catch aboard

ONE of the biggest side trawlers in the British fleet has had an expensive conversion for pelagic fishing.

The 192ft. Arctic Corsair was sent to the Norwegian firm of Kamoy which undertook the extensive conversion work.

Now operating on the south-west mackerel grounds, Arctic Corsair is due to be switched to Scotland when the blue whiting season starts next month.

Karmoy hydraulic systems were used throughout the vessel for powering a net drum and a drying-up drum. A German Walcker conveyor system has been installed.

Below deck, extensive alterations have been made. This allows the vessel to carry 2,000 kts of bulk fish and there are five tanks for carrying 135-tonnes of pelagic fish.

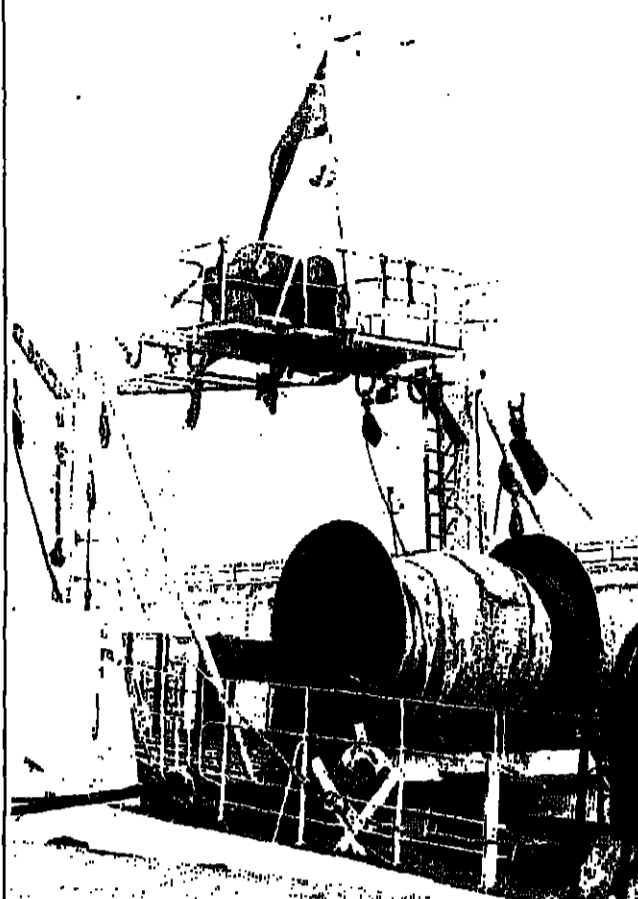
After the catch has

been handled on the drying up drum, it is brought aboard with a 12in. Karmoy fish pump. The net is brought alongside the craft.

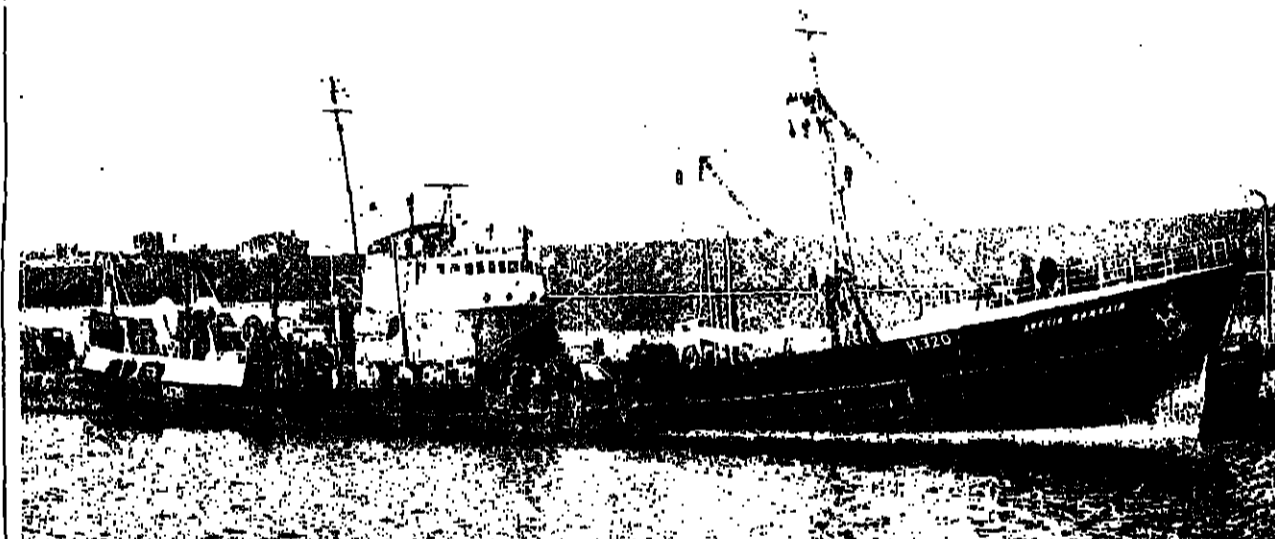
Future plans for the vessel include the installation of refrigerated seawater tanks.

Arctic Corsair is not the first side trawler to be converted for pelagic fishing. Consolidated Fisheries has tried out Real Madrid, Crystal Palace and Carlisle.

Plans announced early last year for the Boston Group to convert a number of side-fishers for a multi-purpose role on pelagic and demersal fish did not come off. Boston, at one time, expected to convert Prince Philip, Boston Phantom and Boston Kestrel. However, the 34-tonne mackerel limit came in and the plans were cancelled.



Above: Arctic Corsair's new aft fishing deck including main net drum and net sounder winch (on gantry).



Above: Arctic Corsair's maximum capacity for pelagic fish is 135 tonnes and she still has a wet/bulk fishroom for 2,000 kts. Below: the drying up drum has a 28-ton pull. Karmoy of Norway supplied the hydraulic deck gear.

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# wesmar news

## Scattered schools located

J. Fishao was the first commercial fishing company in southern Portugal to install a WESMAR SS220 scanning sonar on one of its boats. The success it has met since installing the SS220 has prompted other fishermen and fishing companies to purchase WESMAR.

J. Fishao is a well-known and respected fishing company in Pordimo, Portugal. Its purse seiner, FARILHAO, was outfitted with the SS220 high frequency sonar so that it could compete effectively in today's commercial fishing industry.

During a recent visit to the area, Nathan Roundy, WESMAR's International Marketing Manager, was aboard the FARILHAO on a fishing trip for sardines. The SS220 scanning sonar worked



The WESMAR-equipped FARILHAO

superbly in locating a scattered school of sardines at 300 metres in deep water. Five tons were netted and bralied aboard, considered a good average haul of the scattered fish.

Besides effectively locating fish in deeper water, the SS220 has located mackerel for the FARILHAO in shallow waters of

7-10 fathoms. Both sardines and mackerel are very scattered, which makes it difficult to spot a dense concentration for a good set. With the detailed resolution of the WESMAR SS220, the densest fish concentration can be located and netted for the best possible catch.

## NEW WESMAR OFFICE IN ABERDEEN

WESMAR's branch office in Aberdeen, Scotland, has been moved and enlarged to further serve the large fishing community that has adopted WESMAR scanning sonars in the United Kingdom and Ireland.



John Lorenz

John Lorenz will continue as WESMAR's service representative, a position he has held for the last year. He has been joined by Del Clark as WESMAR sales representative. Together they will give the commercial fisherman the best possible service.

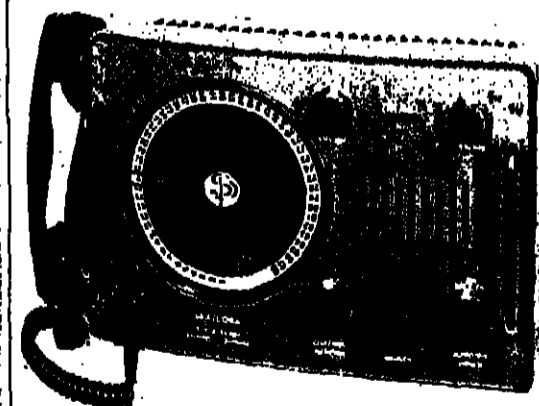
The new address for WESMAR's Aberdeen office is Bridford, 233 Clifton Road, Aberdeen, Scotland. The telephone is 0224-43577.

On a recent visit to the United States, Lorenz was enthusiastic about the acceptance of WESMAR's dual sonar system by such leading fishermen as David

Bevan and the Chambers Brothers. The dual sonar system consists of the SS220 high frequency sonar, the SS230 low frequency sonar, and the R50 chart recorder. With this system, the fisherman has the long range detection of the low frequency unit and the detailed resolution of the high frequency unit.

WESMAR Western Marine Electronics, 906 Dexter Avenue North, Box C18074, Seattle, Washington 98108 U.S.A. Telephone: (206) 285-2420. Telex: 328508. Cable: WESMAR.

## SAILOR marine radio equipment



## SAILOR 55 CHANNEL VHF

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ANY DECCA DEPOT

50  
years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 31, 1928

FLEETWOOD Fisheries Exhibition so successful last year that another is to be held this July.

PETERHEAD fish meal factory given go-ahead by council.

THE Norwegian steamer Echo, of Haugesund, runs ashore near Stonehaven after being battered by storms. Her crew is saved by being directed to the shore by a local fisherman.

TELEPHONES installed at the stands of the main salesman at Billingsgate.

THREE lives lost as five trawlers run ashore during heavy fog off the north-east coast of Scotland.

HULL Fish Meal and Oil Co. built a new, up-to-date fish meal factory in Scotland.

AMERICA'S LARGEST COMMERCIAL FISHING EXPOSITION

## FISHEXPO

BOSTON  
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USA

25-28 October  
1978

Join the British stand at Fishexpo this year! With the financial assistance of the Department of Trade, the Westminster Chamber of Commerce are again sponsoring a Joint Venture in Boston. The exhibition caters for the complete range of commercial fishing equipment and exhibiting costs are minimised because of the Department's subsidy.

The exhibition is organised by National Fisherman, America's major fishing publication.

Write for further details to:

Ian Hutchison  
The City of Westminster Chamber of Commerce

Mitre House, 177 Regent Street, London W1R 8DJ

Tel: 01-734 2881 Ext 29; Telex: 268912

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